UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

OFFICE OF MARINE SAFETY

In the Matter of: "FIRE ON BOARD M/V COLUMBIA"	Docket No.: DCA00MM030

Recorded Interview DAVE JOHNSON.

~~Wheel House~~ASD
~~Juneau~~Ketchikan, Alaska

June 15, 2000

BEFORE:

TOM ~~ROTHROPE~~ROTH-ROFFY
Interviewer

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PROCEEDINGS

MR. ~~ROTHROPE~~ROTH-ROFFY: Today is June 15, 2000, and I am interviewing Mr. Dave Johnson of the Alaska Shipyard and~~/~~Drydock.

My name is Tom ~~Rothrope~~Roth-Roffy. I'm with the National Transportation Safety Board. And we're conducting a safety investigation of the accident that occurred on the Motor Vessel Columbia last week.

And the purpose of our investigation is to try to determine the cause of the accident and then to make recommendations to companies, manufacturers, operators, but aimed at preventing the reoccurrence of the accident in the future.

Our investigation is not a legal investigation. We do not try to determine liability or to establish blame. It's strictly a safety investigation and we have no legal authority for enforcement authority of any kind.

So I just wanted to let you know that.

EXAMINATION

BY MR. ~~ROTHROPE~~ROTH-ROFFY:

Q So, for the record, please state your name and your address, Dave.

A David Russell Johnson. P.O. Box 5574, Ketchican, Alaska 99901.

Q If you would, just please tell me your position here with ASD.

A I'm an Electrical Foreman in charge of all the electrical jobs within the shipyard.

Q And how long have you been working with ASD?

A I started April 10th of this year.

Q April 10. Prior to that, where did you work, Dave?

A I did some work for a company called Electric Kinetics in Charleston, South Carolina. Left them due to back surgery, and came here after I recovered from my back surgery.

Q So how long have you worked at Charleston?

A I worked in Charleston all my life. This company, less than a year. For Denton Shipyard, 15 years previous to that.

Q Would you please describe the work that you supervised on board the Columbia while it was here during the shipyard ~~prepare~~ repair period?

A I come in halfway through the overhaul. Actually, the tail end; they were putting everything back together.

I supervised the installation of the cables and circuit breaker and main switchboard. Supervised electrical work for all the circuits that was underway

at the time. That's lighting circuits and life-saving equipment electrical circuits.

MR. ~~ROTHROPE~~ROTH-ROFFY: You see how hard it is to take notes. That's why it's much easier to...

MR. JOHNSON: I also did the ... door monitoring systems and camera systems.

BY MR. ~~ROTHROPE~~ROTH-ROFFY:

Q At the time you were working on the Columbia, were you also working on other vessels?

A Yes.

Q All right, what other vessels were you working on?

A I was working on the "Mallespina~~canner~~", which was the ... Motor Vessel Mallespina~~canner~~.

Q Okay.

A Very limited work on the Motor Vessel Kennecott. And a large Auqatrain.

Q How do you spell out the Auqatrain?

A A-u-q-a-train.

Q So you were diving your time between these various jobs. ~~The majority of your work was on the Columbia?~~

A The majority of your work was on the Columbia? —The other work was just I would send someone to do the job and do the other thing or something. My main

job wasn't on the Columbia until the Columbia left the other.jobs..

Q The work that was done on the switchboard, could you describe how that work went, what you did?

A We entered a multi-cable transit in the back of the switchboard with a LSTAU200 cable. It involves taking the cable out and putting ~~the~~... shrinkwrap over the top of the conductors, each color, red, white and black.

Routing the cable from~~on~~ the center line of the switchboard ~~which is more~~ towards the port side into section one and landing it on the circuit breaker we ——changed out from 200-amp and 400-amp circuit breaker.

The ~~main~~ purpose of doing this was to increase the panel size on the other end from a 200-amp to a 400-amp panel. It was fed with a 200-amp cable. We paired off another 200-amp cable with the existing cable to increase their capacity ~~of~~ to ...400 amps.

That was all the work on the switchboard is what we did.

Q So that was the only job that involved working inside the main switch board.

A We had to go in there twice though.

The first time we went in there, we started

and it was eight hours work to install the cable in the switchboard. The second time we went in there, the cable on the other end shorted out so we secured the circuit, took our new cable out and put the old 200-amp breaker back in while we made repairs to the cable.

And then, a couple of days later, we went back in and retired the cable back in with the chief engineer supervising.... ~~all workers. That's why it wasn't~~ All work that was done under my direct supervision.

Q Who was actually performing the work in the switchboard?

A There was three electricians working with me. There was Gary Turner, Phil Parker, Anthony Jones.

Q You say there was some sort of a problem at the other termination that caused you to have to shut down a second time.

Would you describe what happened there?

A Calvin Preston, he was a helper, and he had Sam Morrow working with him. They were stuffing tube into the cable and they were shifting the cable without turning the circuit off, and shorted the cable out to the side of the cabinet.

So we secured the circuit, pulled that cable out of the cabinet. Went down to switchboard, pulled the cable -- shut down and pulled the cable back out

and started loosening the... were taken up.

Pulled the 400-amp breaker out, put the 200-amp breaker back in for cable protection, so we continued on with testing life-saving equipment.

I finished that day on that. I went and ordered a splice kit, a single phones splice kit that -- I don't have the numbers on me right now. I can look the numbers up but it got all the ~~it was Piscard~~Coast Guard , NAVSEA, Mil Spec... numbers on them and kits approved for splicing new cable to new cable.

And we took our new cable and spliced another piece of new cable in the Fidley. We spliced it in the Fidley on the same level where the cabinet was at, 20 feet from the cabinet.

And routed the new piece into the cabinet. We routed it to a different place in the cabinet because where it was going in could not meet ~~VIN~~ min radius of the cable. So we relocated the cable.

It was also... the cable was shorting out. And we corrected that when we put the cable in.

Q And who actually did the splice work?

A Anthony James, under my supervision. I was in and out watching him do it as he was doing it. I always make sure I'm there during the actual crimping of all the splices.

Q Was there any problem with that splice the way it was put together?

A No.

Q Had Anthony or yourself done a splice like that?

A I've done many splices like that. I don't know what Anthony has done. I don't know the qualifications of any of the electricians here, me being the new one here.

So I'm kind of trying to stay on top of watching everyone do everything to find out what their knowledge is.

But I've done many of those splices.

Q So you actually ~~did~~ worked crews inside the switchboard on two separate occasions?

A Yes, sir.

Q The first time to connect the cables to the new 400-amp, and the second time to --

A Three times.

Q Right. The second time to?

A Isolate the cable.

Q Put the 200-amp breaker back in and to connect only the existing... cables to it.

Q And then the third time was to put the 400-amp cable breaker back in and connect all~~open~~... the

cables to it.

Q And on each occasion, was it the same three fellows that worked on that, or were there some other people involved?

A The third time it was Phil Parker, Sam Morrow and myself.

Q Who was actually inside the switchboard?

A The first time, Gary Turner was in and the rest of the time, we didn't have to get anyone into the switchboard because it was just reaching in there and making the connections.

There was no one small enough to fit into the switchboard... the second and third time. So we did ~~alert~~ the work from the front the switch~~....~~board because it did not require routing the cable in.

So we were only in the switchboard the one, the first time.

Q The first time that Gary was in the switchboard, how did he -- he was able to get into the switchboard without too much problem?

A It was a very tight, tight squeeze to get him into the switchboard. Access into that switchboard is very, very limited with the breakers in place.

You or I would not fit.

The third time, the chief engineer, Glenn, he

also assisted us with putting the cable back in the... third time and tightening up connections. That was because he was small enough to get in there, more than the rest of us, but had to struggle to get in.

Q Okay, so Glenn actually helped you with the tightening of the connections the third time?

A The tightening was done by my people. But he assisted in putting... landing the cables under the lugs.

Q Okay. After the third time, who witnessed the ~~point~~ final ~~of~~ completion and inspected the interior of the switchboard?

The ship's force? ASD? Who was actually and what did --?

A The only one I know that actually witnessed it was Chief Glenn Scott. As far as I know, he was there.when it was going together..

Q About what time of the day were you doing this work?

A The best of my recollection it was in the a.m. We tried to do it during our lunch break so there would be minimal impact upon the ship. And, actually, that's what it was. During the lunch break, we went back to the ship.

Q And how long was that --

A Forty-five minutes.

Q So could you in detail describe what you all did that third time that you went into the switchboard?

A We took the 200-amp -- we secured power to the ship, took the 200-amp breaker out of the switchboard, reinstalled ~~the hard...~~our 200 amp~~-~~ cables on both ends. And hooked up new 400-amp breakers, plug-in type breaker, plugged it in and plugged it up ~~on the~~did a volt~~a~~meter.test.. put the cover back on.the switchboard ..

Q Before the covers were put back on the switchboard, did you take a look inside to see if there was anything left behind?

A I do a thorough examination of the switchboard any time anyone is in there.

Q So you personally look~~e~~d inside?

A I look inside and I see that there's nothing left. I have been to the Columbia and looked at the damage. It appears to me the damage started at section two. That's where the hot spot was, section two. Section one on one side and section three the other, adjacent to that area.

There is no place for a tool to be laid up there that can fall across.and short out the buswork.. ~~right~~ in there.

I don't have any clue that what might have caused it other than that I noticed on the "rose buds", two of the breakers, the B-phase seemed a bit hotter than the rest of the phases.

And anyone could look that knows anything about it and see that hotness in the rose buds. Those were to be the actual plug-ons to the circuit breakers.

Q When you looked in the switchboard any of these three times that you were in it, did you see a loose, dead-ended cable inside that switchboard?

And do you have any --

A There was a loose cable all the way to section one all the way to the right side of the -- if you look in the switchboard, section one. That was laying there taped off , tie wrapped~~the~~...

But that's the only loose cable I noticed in there. And it looked like it was a cable that was discontinued in use.

Q And where was it actually secured, tie-wrapped up? Where was that? Was it kind of where it was found? Or was it up higher? Or, do you remember where it was originally?

A Originally, it looks like it went to the upper level of section one. The circuit breakers are normally left to right, the fourth circuit over, and

had been disconnected and pulled back, tied back into the wiring harness.

Q So it was tied back in the wiring harness?

A Yes.

Q All the way on the back side of the switchboard?

A Yeah,

Q that's where it was.

Because, you know, when I went down there and looked at that and saw that large cable just kind of hanging, you know, and I saw it, I was wondering if it was like that or if it was tied up somewhere originally.

A It was tied up. Matter of fact, I think we tied it up is what we did because we had to do some banding all the way across from the side of the switchboard where we had to fit our cable in.

So we just, you know, neatened up everything that was in there at this spot and did put that cable in there.

Q And what did you use to tie it? Nylon tie-wraps?

A Nylon (Inaudible.)

Q Did you think anything about that cable, why it was there, or maybe it shouldn't have been there?

A It was used on a circuit that was no longer in use.

Q In your experience, is it fine sharing cables?

A Yes, inside the switchboard because you stand to do more damage trying to pull the cable out than what you would if you just leave it in and tied it back.

Q And you say you all re-tied it. Was that because you had to just break loose the existing ties to move it? Or why did you do that?

A We broke it loose to use the existing ties. That's why we know exactly where it went to.

Q I don't follow you. To use the existing ties over?

A The breaker was blanked off in the switchboard. And the lugs we had on hand were the wrong size lugs. And that breaker had the same size lugs on it. So we took it loose, tied it back, taped it up and used them lugs where we decided we needed to.

Because the lugs I had did not fit and we could not get access to the board specs...

(BEGIN SIDE B:)

MR. JOHNSON -- continuing: ...nothing but a mounting base.

MR. ~~ROTHROPE~~ROTH-ROFFY: Okay.

MR. JOHNSON: And the base was what we took. We took the cable loose from the base and tied it back to use the lugs on that cable ends of the circuit that we put in there.

BY MR. ~~ROTHROPE~~ROTH-ROFFY:

Q All right. So you took the lugs off the base. Now what does that have to do with the cable? The cable was there?

A The cable was there.

Q Was it connected to the base?

A No. It was connected to the base but it was not connected to the base other than the cable.

Q Oh, I see.

A So it just dead-ended on the base. I used the lugs to hook our side up.

Q So you took the lugs off the cable and off the base and then tied back the cable.

A Tied back the cable to where it would be tied back into the switchboard...

Q I see. Okay.

A Like I said, the reason for being there, I had lugs on hand but they was not the right... so at that point in time, I looked over and I seen them. I said, "Well, we can use these lugs over here." And we

just took them over to there.

The cable is -- the circuit, I don't know exactly what circuit it was but it had a hard blank bolted in place and hasn't been used in quite sometime.

Q When you did that work, did somebody from ship's force concur with that, to take those lugs off and then tie back that cable?

A No...

Q Glenn -- the chief engineer~~of~~ --

A No. No one on the ship's force knew I used them lugs but it was not -- we only used part of it because of the age of the board.

Q These lugs you used, they were on the cable?

A They're mechanical lugs that join the cable to the sta~~bseks~~ of the breaker, of the base. So your connection is everything between the base and the cable.

Q So the cable actually fits into the lug?

A Yes. Compression~~rrection~~ type mechanical...

Q So the lugs actually become a part of the base?

A No. We buy them separately.

Q You used these lugs on the ~~"WEE"~~new cable?

A Yes, I did use these lugs on the ~~"WEE"~~new cable.

And they are the same type of lugs used throughout the switchboard.

Q Now the final time that you were at the switchboard, you said Glenn, the chief engineer, was there working with you. Did he have a look inside before the panels were put on?

A To the best of my knowledge, yes, he did look inside. I know I looked inside because I make it a point. Even if I saw somebody was good, I still have got to take a look for myself.

As far as whether Glenn ~~Statler~~ Scott looked inside for sure, I can't answer. But I know I did look inside, and I believe he looked inside.

Q How was the lighting down there when you looked inside? What sort of lighting?

A I was using a flashlight. The emergency lighting in there is not real bright, but it's not real dark either. I'm sure you've been down there with the emergency light on because that's all they have.

That's the same lighting we have.

Q So you didn't go completely dead.

A No.

Q You just secured the bus tie--

A Bus tie. ~~Plus tied it.~~ And we still had our emergency lighting, the same lighting that you all seen

when you were...

Q And you had a flashlight that you looked inside there.

A Flashlight, looked inside.

Q Did you look in all areas of the switchboard? Did you look up on the deck and kind of all around?

A I looked everywhere where we could shine a light from where we was working at, at that particular time.

Now the first time we went into the other section also to get cable to go through, we looked in there very well.

Other than I noticed that the board was a little dirty, that's the only other thing I could note about it, that it probably could stand some cleaning and ~~....~~ tightening connections.

Q So where was this? You say it was dirty. Could you describe the...?

A A dust film. It was not heavy but it was --

Q A dust film on the bus parts?

A The whole inside. They only stay so clean for so long because the air circulates through. And that is just normal dirt that was seen in there, and they probably use a cleaner.

Q How about the floor, or the deck of that

switchboard? In what condition was that?

A No worse than the rest of it. It was, you know, like I say, you could take and you can get dust off of it. But, other than that...

Q Any loose parts down on the deck?

A No, sir. Not that I can recall, seeing any loose parts from the deck. If I would have seen it, I would have made a note of it.

Q How about tie wraps? Stainless steel tie wraps, was there any piece of that down on the deck?

A Not that I can recall seeing any.

Q All the tie wraps we used were stainless steel with channel rubber, and all the banding in their was also stainless with channel rubber, which is nowadays that's not allowed -- but that ship was constructed that way.

And we took down banding and put banding back up the same as it was when we found it, because to redo it, it would be, you know, beyond the scope of what we was involved in.

Q So all of the stainless steel banding that you used --

A It was nylon.coated.. with rubber on it.

Q You didn't have any bare stainless steel?

A No, no bare stainless steel. None

whatsoever.

Q Was there anybody else from Alaska Marine Highway System looking at the switchboard or the job beyond the chief engineer?

A Not that I can recall.

Q Were there any Coast Guard inspectors at any time looking at the switchboard work?

A No.

Q What about the other ~~ramp~~end, the power panel P-2? What sort of inspectors looked at that when it was done?

A I'm not sure what inspectors looked at it. The ship's force looked at it. As far as, you know, the inspectors looking at it, I do not know. They might have looked at it within my presence or outside of my presence...

Q There's an Alaska State Marine Highway inspector.

A Tim? Tim ~~Kolasky~~Polasky?

Q Tim ~~Kolasky~~Polasky. And he was also assisted by a chief engineer. And so many names, it's hard to keep them.

A I know the feeling. I just moved here.

Dave Reicher was another one. Is that another name you're looking for?

Q That's one of the -- yeah, I understand Dave and Tim are both project managers. But, there was another gentleman who is actually a chief engineer on the vessel, but he was a designated inspector for the federal project.

A Roger.

Q Okay, Roger. Was he involved at all with it?

A Yes. He inspected. I'm pretty sure he inspected both ends of it. Yes. I can't tell you times and days, but he was...

Q Do you know if he was there when you did that last entry into --

A No. The only one that was there was Glenn Scott. And throughout the whole time, that was the only time we had an inspector with us was on the final one, and that was Glenn Scott.

We didn't have inspectors on the first two times on the switchboard.

Q The first two times you were in switchboard, there was nobody looking over your shoulder?

A No.

Q What time of the day did you do those?

A The first one, we started at 6 p.m., ended up at 2 a.m. Second time was in the morning when the cable actually shorted out, around 10:30 a.m. to 12:30

p.m.

And the third time was 12 to 12:45.

Q Okay, let's just go back. The first time was in the evening. Did you go completely dead ship to do that work? Or how did you do that?

A We went dead ship and left the emergency on line. Without the emergency generator, we had emergency battery banks. The battery banks last for approximately three hours.

But, we had a temporary lighting with stringers of lights down here in the space. And when the batteries did die, we still had the adequate lighting.

It took two hours longer for us to put it in than what we estimated because it's such a tight fit in a switchboard.

And I was down there in the control room the whole time that the work was going on, in or around the control room the whole time the work was going on the first time.

Q Okay. Now who from ship's force or the Alaska State Marine Highway System was assisting you or supervising your work during that first time?

A I don't recall anyone from Alaska Marine Highway System supervising it the first time.

Q They had to secure the power for you?

A No, I secured the power. I had made arrangements earlier in the day where they made sure that everyone was off the boat, and that was two of the engineers.

When it was time to secure it, I went to the shore power connection box on the pier that secured the power from that point and plugged the plugs out so no one could cut the power back on us.

Q And then, when you were done, about 2 in the morning, who looked inside the switchboard?

A I did.

Q Before it was closed up, you did?

A I did.

Q Anybody else there with you to look in the switchboard before you --

A No, sir.

Q So you looked inside, put the panels back on. And then you went down on the pier and reenergized -- or what did you do?

A I went down to the pier. Well, first, we measured the circuits to make sure we had enough shorts. You can't read phase to phase because of the circuit breakers on there, there's so many circuits in there.

But, we did -- meters ~~—~~ to isolate ~~and~~ that would be another couple of hours. We did check for shorts to ground~~water~~ with a megger~~eda~~ and it megger~~edaed~~ fine.

And then we went down and floated it back in and turned it on.

Q Do you remember what the megger~~a~~ readings were approximately?

A I don't know exactly. Up near infinity.

Q So over 200 megs.

A Yeah.

Q And then when you energized the switchboard that first time, there was nothing notable?

A No.

Q Did you have any problems?

A No. The amperage draw ~~was driving~~ on the shore power~~t~~.. meters ~~. It~~ was low because the ventilation was off. We went around and we didn't restart ventilation but we did restart the battery-charging circuits and the..--. ~~blow~~ circuits, and then we left for the evening.

Q And was there anybody from ship's force on board the vessel at that time?

A Not that I know of.

Q All right, the second time happened during a

regular workday.

A They went down there to -- Leo Besaw contacted me and told me that the tube was not tight. I went down there with Leo, looked at it and said, yeah, it was not packed.

And for us to do anything with that cable, we're sitting there right now, we have to secure power. We went and got a couple of electricians and told them to go fix it, and did not tell them to secure power.

They tried to do it hot and it shorted a cable out. It shorted a cable out around 10:30 a.m. I was notified then of the problem.

And that's when I went down and secured that circuit and then waited until lunch time to do the connections to minimize an impact on the work force and the~~shift~~ship.

Leo is the one that told me about the cable being in -- not being properly secured. Leo was electrical supervisor before I. I understand he was the electrical supervisor before I came here.

Q So who told you that it wasn't packed?

A Leo.

Q Leo told you it wasn't packed, and you told him to secure the power?

A No. I told Leo. I just made a comment to

Leo, I said, "Yeah, we've got to secure the power to try to do that." I knew when I was looking at it that it, you know, couldn't meet BIN radius.

And it was my oversight not telling the electricians to secure power. I would think that they would have known that.

And there's an ~~instance~~ incident report within the company files on all of that.

Q Of course, we're not really investigating that. I mean it's kind of incidental.

A It went on the switchboard so it's going to come out. That's what, you know, that's all I can...

Q Yes, we did hear about that from people up in Juneau.

There's a fellow that was doing that, who was that that actually --?

A Sam Morrow. He was the lead electrician on the job. And he had a helper, Calvin -- what's Calvin's last name? I told you one time already -- Calvin Preston.

Q Now was Sam working directly with Calvin when that happened?

A Yes. Uh-huh.

I didn't tell Leo to secure power at a certain time. I told Leo that we would need to secure

power to correct that. And I needed to find out what the work schedule was going on to minimize impact on testing, because it was not, you know, it was not shorting out entirely. It shorted out after he started jerking the cable around trying to put it back in the unit.

Leo was in charge of all the stuff, the work going on. He was on site supervisor. And I let him know that we would have to schedule it to do minimum impact on the testing that was in progress.

Okay, they did emergency repairs.to the cable~~..~~ also ~~harm~~ or to the circuit, that they were the ones that actually pulled the stuff out of the switchboard to do that.

Q From like 10:30 to -- a couple of hours?

A Yes.

Q So you had to go back in the switchboard that second time to --

A That was just reach in the switchboard and disconnect our cable and take the cable up and tie it back, and then change out from the 400-amp breaker back to the 200-amp breaker so we would have proper amperage protection of the cable.

That was all done from the corner of the switchboard without having to go ~~over~~ into to the

switchboard.

Q And who from the ship or Alaska Marine Highway System worked with you on that?

A No one that I recall.

Q Glenn was not involved with that?

A I do not recall if anyone was there or not. I can't remember that.

Q And you had to take the panels off again. Before the panels were put back on, you --

A We did an inspection to make sure that everything was --

Q You, personally?

A I personally made an inspection.

Q And did anybody from ship's force make an inspection of that before you put the panels up?

A Not to my knowledge. I cannot remember.

Q I'm not trying to browbeat you or anything, I'm just making sure --

A I don't remember, you know, what went on as far as the ship's force inspection. I was more in tune to what happened. And trying to minimize the cost and damage in the entire work.

Q Okay. I think you already kind of stated this. I'd just like to ask you more directly now.

Is there anything in electrical work that you

could possibly think of that may have contributed to the fire that occurred on the Columbia?

A I do not have a clue on what contributed to it other than what I stated earlier about the B-phase bus being hot. And it was not A-phase.

I mean all the phases melted, of course. But, the only thing I could see was B-phase to the breakers and center section breakers 3 and 4, the two that were disformed from the heat on the load~~ne~~ side burned out.

What caused that, you know, I just -- there's no telling. Hopefully, they might find something. But, at this point...

Q Have you ever seen a switchboard.failure.~~,~~ like that?

A Not that extensively, no. I have seen that extensive in propulsion side of the ship's board when the generator circuit breakers fail, yes. I've seen them burn up whole sections like that in the generator.

But, not on distribution.

Q Ever figure out what happened, to your knowledge, or your experience?

A On the other one, it was just the age of the ship was more - the other one, the worst one I had, was a cargo ship. And it burned up a whole -- the reason I

remember so well is we had to go buy English/Italian dictionaries to determine the blueprints to get everything right.

Other than that, I've not really witnessed no fires to that extent. I have rebuilt from big circuit breakers down to their smallest pieces and testing them on... I'm very well versed in the situation.

Q Did you do any other work on the main switchboard, for example, with the generator breakers or any of the instrumentation?

A If it was done, it was done before I came.

Q Nothing with a synchronizer?

A No.

Q SBM?

A No.

Q What testing as per the shipyard specification was done on that circuit after it was completed?

A Meggering~~ary~~.

Q Meggering~~ary~~. Is that all that you're aware of? Did the Coast Guard come down and sign off on that particular installation?

A No. The Coast Guard does a general inspection on the cableways~~take-aways~~ and stuff like that. The inspection is pretty much to the customer,

satisfaction. The Coast Guard comes in and checks for regulatory things.

MR. ~~ROTHROPE~~ROTH-ROFFY: All right. I think that's all I have. I appreciate your talking with me this morning.

I guess that concludes the interview with Mr. Dave Johnson. The time is 10:35.

(Whereupon, at 10:35 a.m., the interview was concluded.)